REMARKS

The Claims

Claims 1-19 are in the application. Claims 1-5, and 12-17 are rejected. Claims 6-11, 18, and 19 10 are objected to as being dependent from a rejected claim, but are identified as allowable if rewritten in independent form including all the limitation of the intervening claims.

Claims 1-5 and 12-17 are rejected under 35 U.S.C. 102(b) as being anticipated by Hull et al. '451 (US Patent No.5, 775,451). The Office Action alleges that:

> Hull discloses a plurality of pre-set cruise control speed buttons each corresponding to a respective pre-set cruise control speed (see figure 1, element 12 and 22); and cruise control logic circuitry coupled to said pre-set cruise control speed buttons and configured for implementing control of a vehicle speed to maintain the respective pre-set cruise control speed corresponding to a selected one of said pre-set cruise control speed buttons (see column 3, lines 64 67) and (column 2, lines 5-11).

The Office Action continues by alleging that:

> Regarding claims 2 and 13, Hull discloses a wherein each one of said pre-set cruise control speeds corresponds to a respective legal roadway speed (see figure 4).
> Regarding claims 3, Hull discloses the respective pre-set cruise control speed and outputting a control signal corresponding to the respective preset cruise control speed (see column 2, lines 33-37).
> Regarding claims 4 and 14, Hull discloses activating components of an original equipment cruise control system; and setting said components of the original equipment cruise control system to maintain the respective

pre-set cruise control speed corresponding to the selected one of said pre-set cruise control speed buttons (see .column 5, lines 6-14).

Regarding claim 5, -Hull discloses a current speed set button for implementing control of the vehicle speed to maintain a vehicle speed exhibited at the time when the current speed set button is depressed. (See column 5, lines 31-44).

Regarding claims 12; Hull discloses a plurality of pre-set cruise control speed buttons each corresponding to a respective pre-set cruise control speed (see figure 1, element 12 and 22), a current speed set button for implementing control of the vehicle speed to maintain a vehicle speed exhibited at the time when the current speed set button is depressed (see column 2, lines 1-11) and cruise control logic circuitry coupled to each one of said buttons and configured for implementing control of a vehicle speed to maintain a cruise control speed corresponding to a selected one of said buttons (see column 3,lines 61-67), wherein implementing control of the vehicle speed includes determining the cruise control speed corresponding to a selected one of said buttons and outputting a control signal corresponding to the cruise control speed corresponding to a selected one of said ,buttons and wherein !he control signal simulates a signal interpretable by logic of an original equipment manufacturer cruise control system (see column 5, lines 5-45).

The Office Action continues by alleging:

Regarding claims 15-17, under the principles of inherency, if a prior art device, in it's normal and usual operation, would necessarily perform the method claimed, then the method claimed will be considered to be anticipated by the prior art device. When the prior art device is the same as a device described in the specification for carrying out the claimed method, it can be assumed the device will inherently perform the claimed process.

Applicant respectfully traverses the rejection of claims 1-5 and 12-17 under 35 U.S.C. 102(b) as being anticipated by Hull et al. '451 (US Patent No.5, 775,451).

As quoted earlier above, where the Office Action alleges:

> Hull discloses a plurality of pre-set cruise control speed buttons each corresponding to a respective pre-set cruise control speed...

And further alleges:

> implementing control of a vehicle speed to maintain the respective pre-set cruise control speed corresponding to a selected one of said pre-set cruise control speed buttons

The applicant respectfully wishes to point out that the assertion of the Office Action can be demonstrated to be incorrect, as will be argued below. The title of the applicant's application is "One-Touch Cruise control system", and the one touch speed control feature is a central object of the invention. In the applicant's originally filed specification, page 2, lines 5-8 recites:

> Each one of the pre-set cruise control speed buttons corresponds to a respective pre-set cruise control speed.

In the applicant's filed specification and claims, a preset speed of (for example) 35, 45 or 55 miles per hour (applicant's FIG. 1) is selected by depressing a single speed control button (a one touch system) as illustrated in FIG. 1, among other places. In contrast, Hull discloses a numeric keypad (see Hull FIG. 1) wherein a cruise control speed setting is entered by depressing multiple buttons, each representing one digit of the desired speed. In Hull the speed control buttons do not represent a unique speed to the contrary are used in combination and the

combination of entered digits represents the speed setting. For example, in Hull, depressing button '5' and then buton '5' again represents 55 miles an hour, wherein if each of the speed control keys in Hull actually corresponded to a specific speed as alleged in Office Action, the entered cruise control speed would be 5 miles per hour, not 55. This is one key point to the understanding of the differences between Hull and the applicant's invention.

The plurality of pre-set cruise control speed buttons of Hall are used in combination to enter multiple digit speed, and do not correspond individually to a preset speed (as in the applicant's claims and specification). Hall does not disclose a one touch speed control system, even more to the point Hall does not disclose the one touch speed control system of the applicant's disclosure and claims.

The one touch pre-set cruise control speed buttons of the applicant is a principal object of the applicant's disclosure. This principal object recited in detail in the applicant's originally filed specification on page 4, lines 3-8 which recites:

> Accordingly, it is a principal object of the inventive disclosures made herein to provide a novel and useful approach for effecting cruise control operation via a one-touch button interface. Specifically, systems, methods and cruise control input-output apparatuses in accordance with the inventive disclosures made herein are configured to allow cruise control operation to be effected through one touch of a button rather than a sequence of inputs (e.g., button selections).

To further contrast the applicant's one touch pre-set cruise control system with the disclosure of Hall, the applicant's originally filed specification page 4, lines 13-16 recites:

> It is another object of the inventive disclosures made herein for allowing

> the cruise control operations (e.g., activating the cruise control system and setting a desired cruise control speed) to be preset and then activated in the proper sequence as the motorist pushes one button.

Please note the 'one button' speed selection, not the keypad one digit at a time combination of Hull.

Furthermore, in the applicant's originally filed specification on page 4, lines 16-16:

> It is another object of the inventive disclosures made herein for each one of the pre-set cruise control speeds to correspond to a respective legal roadway speed.

It is the case with Hall, and I think well understood from the Hull disclosure, that Hulls' speed control buttons are used in combination to set a speed, and Hull's speed control buttons do not each correspond to a respective legal roadway speed as in the applicant's disclosure.

The speed control system of Hull suffers from a limitation that the applicant's invention addresses and overcomes. Specifically, in the applicant's originally filed specification on page 1, lines 21-23:

> Another limitation is that multiple operations must be performed to set a desired cruise control speed, further distracting a driver's attention from focusing on driving the car.

Hull's cruise control system requires multiple operations to set the speed, as speeds are entered one digit at a time.

As demonstrated above Hull does not disclose, anticipate nor achieve the

applicant's invention. However, to eliminate this issue, independent claims 1 and 12 have been amended to more clearly point out features of the applicant's invention by reciting:

> a plurality of one touch pre-set cruise control speed buttons each button corresponding to a respective legal roadway speed wherein the speed is selected by depressing one button pre-set cruise control speed;

Also, applicant's claim 15 has been amended to more clearly point out features of the applicant's invention by reciting:

> receiving a speed control request signal corresponding to a selected one of a plurality of pre-set one touch cruise control speed buttons each corresponding to a respective pre-set cruise control speed, wherein cruise control speed is selected by depressing only one button, wherein each button corresponds to preset speed rather than to a digit of a desired speed as in a numeric keypad

As argued above, amended independent claims 1, 12 and 15 are not anticipated by Hull, and are believed to be allowable. Claims 2-5, 13, 14,and 16-19 depend directly or indirectly from independent claims 1, 12 and 15 and are also believed to be allowable.

The Office Action has identified claims..6-11,18-and 19 as objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

Claims 6-11 depend directly or indirectly from amended claim 1, which as argued above is in condition for allowance. Claims 6-11 are therefore allowable.

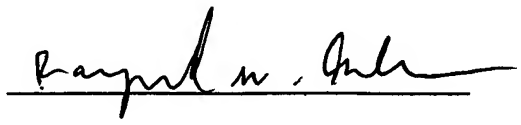
Claims 18 and 19 depend directly or indirectly from amended claim 15, which as argued above is in condition for allowance. Claims 18 and 19 are therefore allowable.

Based on the foregoing applicant respectfully requests admittance and allowance of claims 1-19.

In conclusion, we believe the applicants' claims are in compliance with all relevant statutes, are patentable and are now in condition for allowance. An early and favorable response to this amendment is respectfully requested. In conclusion from the above arguments, the applicant respectfully requests the withdrawal of the rejections under 35 U.S.C. 102 (b) as discussed herein, and the allowance of claims 1-19.

This amendment represents a sincere effort to place this application in condition for allowance. In the event issues remain open, the examiner is invited to call the undersigned to discuss those issues before further action is taken on this application.

Respectfully submitted,



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